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A. GENERAL INFORMATION

1. Date

Nov 8, 2022

2. Department

California Energy Commission

3. Organizational Placement (Division/Branch/Office Name)

Fuels and Transportation Division

4. CEA Position Title

ZEV Infrastructure Deployment, Energy, and Climate

5. Summary of proposed position description and how it relates to the program's mission or purpose.
(2-3 sentences)

The incumbent will be in the lead policy and operations role for zero-emission vehicle infrastructure deployment solicitations, planning, and management. They will set policies, procedures, and oversight for grant funding opportunities.

6. Reports to: (Class Title/Level)

Director of Fuels and Transportation Division

7. Relationship with Department Director (*Select one*)

- ☒ Member of department's Executive Management Team, and has frequent contact with director on a wide range of department-wide issues.
- ☐ Not a member of department's Executive Management Team but has frequent contact with the Executive Management Team on policy issues.

(*Explain*):

8. Organizational Level (*Select one*)

- ☐ 1st ☐ 2nd ☐ 3rd ☒ 4th ☐ 5th (mega departments only - 17,001+ allocated positions)

B. SUMMARY OF REQUEST

9. What are the duties and responsibilities of the CEA position? Be specific and provide examples.

The CEA will be the lead for zero-emission vehicle (ZEV) infrastructure deployment. They will set policies, standards, and protocols for ZEV infrastructure deployment. This includes passenger vehicles and trucks and buses for electric vehicles and hydrogen vehicles. Further, they will lead oversight of contracts and agreements resulting from the grant funding agreements. They will interact and collaborate with staff and also the division director, executive director, commissioners, and the public.

California has continued to increase efforts to address the climate crisis, improve public health and air quality, support the California economy and in-state manufacturing, and equity. The state has recognized through the Budget Act of 2021 and the Budget Act of 2022 that investments in zero-emission vehicle infrastructure are critical to meeting state goals. With 50% of greenhouse gas emissions coming from the transportation sector, we must accelerate the transition away from combustion vehicles. This is required by law and state regulations and will be achieved through funding infrastructure deployment.

FTD's expanded role is reflected in the Budget Act of 2021, the Budget Act of 2022, Senate Bill (SB) 643, Assembly Bill (AB) 2127, AB 2061, and historic new regulations. New regulations require 100% of new passenger car and truck sales to be zero-emission by 2035. Further, pursuant to EO N-79-20, the California truck and bus fleet must transition to full zero-emission operations. These regulations require an increased level of ZEV adoption meaning that FTD's work to deploy ZEV infrastructure will be ongoing and must accelerate. The lack of infrastructure and distribution grid readiness can become a barrier to mainstream adoption. New programs and strategies will be required to meet state budget requirements and will be needed to effectively deploy ZEV infrastructure funds. This requires extensive policy support, new program design, and oversight.

The CEA will be responsible for policy direction and oversight of new and complex funding programs. Further, they will set processes, standards, and policy. Examples of programs are described below.

Light Duty ZEV Programs: A number of programs to support light-duty ZEVs will need to be expanded and new programs will have to be created. The most recent budget includes \$600 million to create a network of high-powered fast chargers. These programs will include grid impact mitigation strategies such as co-sited energy storage and automated load management. The budget also includes \$300 million for equitable at-home charging. This will be comprised of at least two programs. One to support multi-unit dwellings such as apartments and condos, and will require complex program design due to the range of multi-dwelling types and resident needs. The other program will support low-income single-family home deployments. FTD will also need to support federal funding, including but not limited to, the National Electric Vehicle Infrastructure (NEVI) program which is set to launch in 2023. Further, two new block grants to deploy hundreds of millions of dollars are being developed.

Medium Duty/Heavy Duty ZEV Programs: Additional new and complex responsibilities will need to be undertaken to support medium-duty and heavy-duty (MD/HD) trucks and buses – both electric and hydrogen. The Budget Act of 2021 and Budget Act of 2022 include several buckets of funding which will require expanded activities. This includes dedicated funding programs to support transit buses, school buses, and drayage trucks. Separately, staff resources and programs must be allocated to the broader range of MD/HD vehicles including box trucks, delivery trucks, long-haul semi-trucks, and others. This requires the creation of new programs, and a more complex block grant with several funding lanes and numerous cycles. This will take a greater understanding of the truck and bus market and customer needs, including independent owner/operators who do not have dedicated charging/fueling at a central depot.

The CEA will lead these activities, provide policy direction, oversight, and accountability. Further, they will represent the division in legislative matters, including hearings and testimony, for these subject areas.

B. SUMMARY OF REQUEST (continued)

10. How critical is the program's mission or purpose to the department's mission as a whole? Include a description of the degree to which the program is critical to the department's mission.

- ☒ Program is directly related to department's primary mission and is critical to achieving the department's goals.
- ☐ Program is indirectly related to department's primary mission.
- ☐ Program plays a supporting role in achieving department's mission (i.e., budget, personnel, other admin functions).

Description: The California Energy Commission's Fuels and Transportation Division is the lead agency in deploying zero-emission vehicle infrastructure to support the transition to electric and hydrogen vehicles. As such, designing and deploying funding programs, conducting agreement oversight, and setting related policies and planning are mission critical.

It is the mission of the California Energy Commission to transition California to a zero-emission future. Transportation results in 50% of California's greenhouse gas emissions. A number of laws, executive orders, and state agency regulations require California to reduce harmful emissions from vehicle tailpipes.

California cannot meet its goals without a transition to electric vehicles and hydrogen vehicles. A significant barrier to zero-emission vehicle adoption is the lack of charging and fueling infrastructure. This is true broadly, but even more so when meeting equity targets. The Fuels and Transportation Division plays an essential role in meeting California's goals and laws.

See additional detail in response to Question 20.

B. SUMMARY OF REQUEST (continued)

11. Describe what has changed that makes this request necessary. Explain how the change justifies the current request. Be specific and provide examples.

The Fuels and Transportation Division (FTD) has historically deployed basic ZEV infrastructure to support on-road vehicles including passenger cars, trucks, and buses. FTD has also conducted analysis to inform infrastructure deployment and policy. It has made small investments in ZEV-related manufacturing, fuel production, and workforce development. This work has been supported by three division branches and several supporting units.

However, the division is in the process of significant growth in terms of responsibilities, more complex grant funding programs and strategies, and funding levels. This will require a significant expansion of staff in terms of skillsets and numbers to support new programs and responsibilities. With these new tasks, a significant increase in staff resources and managerial oversight are required to move electric and hydrogen vehicles from early adopters to mainstream acceptance. Further, infrastructure will be needed throughout California to ensure equitable access, as required by Senate Bill 1000.

In terms of market evolution, vehicle adoption is outpacing the rate of infrastructure deployment. The lack of infrastructure will become a bottleneck in the transition to ZEVs and thus a barrier in meeting the mandates of the Governor's executive orders and legislation. FTD's activities have helped set the groundwork and foundation but there is a critical need to move towards mass deployment and operations. FTD's activities are critical to realizing the policy goals and laws of California. The lack of ZEV infrastructure remains one of the most significant barriers. This is true broadly as we only have approximately 80,000 electric vehicle chargers in the state with the goal of getting to 1.2 million by 2030. However, the need is even greater to support equity. The lack of infrastructure is recognized as a barrier to equitable adoption. We must ensure that all Californians have access to ZEVs and ZEV infrastructure, not just those who live in single-family homes.

C. ROLE IN POLICY INFLUENCE

12. Provide 3-5 specific examples of policy areas over which the CEA position will be the principle policy maker. Each example should cite a policy that would have an identifiable impact. Include a description of the statewide impact of the assigned program.

The deputy director will implement policies to administer new, expanded, and more complex policy areas which include light-duty electric vehicle planning, strategy, and infrastructure deployment; medium-duty and heavy-duty electric and hydrogen infrastructure; port operations and goods movement. These policies are articulated in EO N-79-20, the Budget Act of 2021, the Budget Act of 2022, and several pieces of legislation and regulations. The California Energy Commission is specifically named and tasked with deploying Zero Emissions Vehicle (ZEV) infrastructure to meet California's climate crisis and public health goals, and to reduce greenhouse gas emissions from the transportation sector. The CEA will represent the division in front of legislators, including responding to inquiries, preparing testimony, and engaging in hearings. The deputy director will focus on the following policy areas:

Infrastructure Development & ZEV Deployment: The laws and regulations set high level aggressive goals which are implemented by state agencies' policies and programs. For example, California is required to transition to 100% ZEV sales of new passenger vehicles by 2035. A significant amount of infrastructure must be deployed to support this mandate. A number of programs to support light-duty ZEVs will need to be expanded and new programs will have to be created. They will require new policies and oversight to ensure that infrastructure can be deployed effectively and in an equitable manner. If done properly California will meet the demands of the ZEV deployment by building an infrastructure that has the capacity to meet its needs, if not done properly or without the proper programs in place, California will be unable to meet its goal or be unable to support the demand on the grid for ZEV deployment.

High Powered Fast Chargers: This program is provided a \$600 million dollar budget to create a network of high powered fast chargers. This will include mitigation strategies and policies such as co-sited energy storage and automated load management. New programs will be developed to construct fast chargers in communities and roadways. Policy decisions must be made regarding power levels, eligible costs, project caps, and eligible entities.

Equitable Home Charging: This \$300 million dollar project will comprise of at least two programs. One to support multi-unit dwellings such as apartments and condos, and will require complex program design due to the range of multi-dwelling types and resident needs. The CEA will develop policies that ensure equitable access and affordable rates. The other program will support low-income single-family home deployments. The policies will include how to design programs to achieve broad and rapid deployment while also ensuring equitable outcomes pursuant to SB 1000. The impact if done properly is that all Californians will have access to ZEV infrastructure, including renters.

Medium Duty/Heavy Duty (MD/HD) Trucks/Buses: Additional new and complex responsibilities will need to be undertaken to support (MD/HD) trucks and buses – both electric and hydrogen. The Budget Act of 2021 and Budget Act of 2022 include several buckets of funding which will require expanded activities and new policies. This includes dedicated funding programs to support transit buses, school buses, and drayage trucks. Separately, staff resources and programs must be allocated to the broader range of MD/HD vehicles including box trucks, delivery trucks, long-haul semi-trucks, and others. This requires the creation of new programs, and a more complex block grant with several funding lanes and numerous cycles. This will take a greater understanding of the truck and bus market and customer needs, including independent owner/operators who do not have dedicated charging/fueling at a central depot. The policy decisions include how to benefit small and large business and fleets within California. The impact if done properly is to ensure that California businesses are supported and able to maintain operations. If not done properly there will be an insufficient network to achieve goods movement.

C. ROLE IN POLICY INFLUENCE (continued)

13. What is the CEA position's scope and nature of decision-making authority?

The CEA's scope encompasses planning, designing, overseeing, and setting policy direction for grant funding opportunities. Grants will cover a range of vehicle type infrastructure to support light-duty passenger vehicles, medium-duty/heavy-duty trucks and buses, and port vehicles and goods movement. The CEA will set policy and oversee several funding solicitations and dozens, if not hundreds, of resulting agreements. Each solicitation for grants/funding will be guided by policy decisions on which vehicle and customer segments and sub-segments to target (i.e., a solicitation focused on apartment renters), reporting requirements to ensure CEC oversight of outcomes and be used to refine policy for subsequent solicitations, and rules on who is eligible to apply for funding. This requires policy decisions and thoughtful analysis to ensure solicitations are appropriately targeted. Further policy decisions must be made when designing the solicitation such as approved technologies that are eligible such as the connector type (CCS, J1772, Chademo, etc.) and power level (50 kW minimum). These policy decisions have market and customer impacts. They sometimes follow the market trends and realities and at other times lead the market towards goals and outcomes. The deputy director will lead solicitation program design, scoring, awards, business meetings, and ongoing contract/agreement oversight.

They will be the lead decision-maker related to grant funding programs covering a broad range of vehicle types and vocations. This includes program design, incorporating stakeholder input, compliance with state and federal laws and regulations, and agreement oversight. They will be the decision-maker with regards to solicitation manuals, solicitation design decisions, and related grant funding documents. While they will collaborate with other departments, such as the Chief Counsel's Office, they will be making business decisions for the division.

Impacted stakeholders include market participants of passenger cars and light-duty trucks, medium-duty and heavy-duty trucks, port equipment, buses, and off-road equipment; California's drivers; apartment dwellers; and those who live in front line communities exposed to diesel emissions. These policies should provide greater access to individuals and fleets. This will also aid in improving air quality in California's communities.

14. Will the CEA position be developing and implementing new policy, or interpreting and implementing existing policy? How?

Both. They will implement and interpret existing policies and laws. California has desired to reduce emissions from vehicles and transportation for several years. There are existing policies and laws that have set high-level policy goals which should continue to be implemented and interpreted to achieve the greatest benefits to the state. However, as technology and the market has evolved it has allowed the CEC to further accelerate and improve deployment of infrastructure. This includes refining policies to deploy higher powered fast chargers, with new offerings and features, through grant funding programs. New policies include a stronger focus on multi-unit dwellings and apartment access. This has long been a hard area to support. New funding will allow for new programs and strategies to support renters. This will be needed to support CARB's new Advanced Clean Cars regulation.